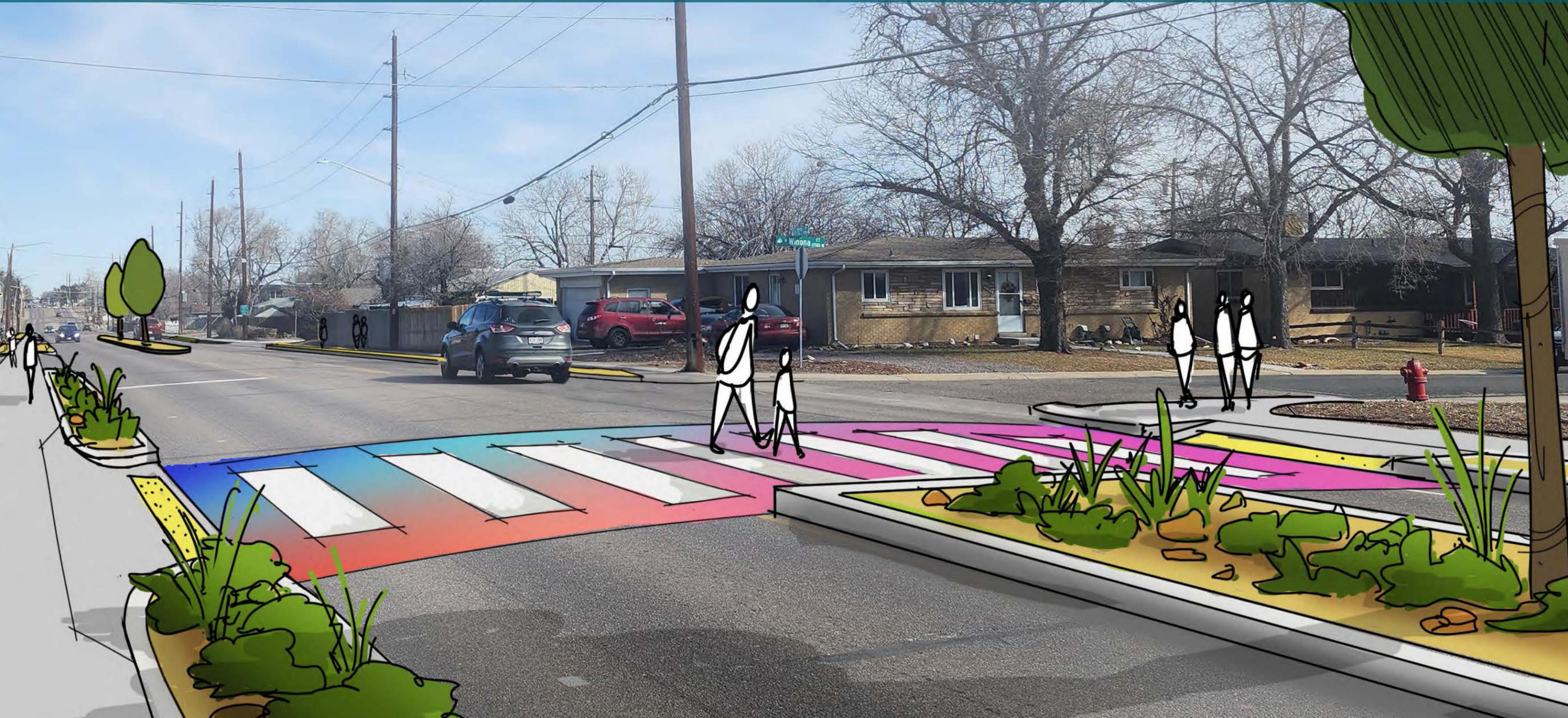


The Plan for 72nd Avenue



Alternatives Development

Building upon both place-specific and corridor-wide recommendations from the Existing Conditions Report's needs assessment, and informed by Phase 1 community feedback, the project team developed two concept alternatives ("Break the Barrier" and "Calm the Traffic"). These concepts were developed within the context facility recommendations from the [2021 Westminster Transportation & Mobility Plan](#).

Parameters

At project inception, the consultant team and staff determined feasible design parameters to maximize the ease of installing future improvements and pursuing funding opportunities. For example, given the complex and lengthy process for acquiring right-of-way, designs were developed within existing city-owned right-of-way. Recommended improvements were grounded in enhancing comfort, safety, and livability. Furthermore, proposed designs created a gateway to Westminster Station, to foster the city's future Transit-Oriented Development (TOD) efforts.

Initial Concepts

In Spring 2024, following the alternatives analysis phase, the project team developed two initial corridor concepts, including 3D renderings to display existing and proposed conditions. Proposed improvements are deemed feasible given the corridor's current and projected future vehicular Average Daily Traffic (ADT), Turning Movement Counts (TMC), and Level of Service (LOS) data, as provided by DRCOG. Furthermore, these concepts recognize a need to accommodate multimodal users, a desire supported by community feedback. These concepts are developed with the 72nd Avenue corridor vision of fostering a "safe and accessible corridor that instills a sense of place and serves as an artistic and attractive gateway" in mind.

Both alternatives included:

- Lane repurposing
- Urban design enhancements
- Installation of multi-use paths and/or widened sidewalks
- Installation of a parallel bikeway (east of Bradburn Boulevard) in a pedestrian-priority zone, where traffic volumes and available right-of-way don't support installation of a bicycle facility on the corridor itself. The bikeway should include speed management features to slow traffic.
- Enhanced transit stops (including a shelter, bench, and trash can) throughout the corridor
- Enhanced crossings and/or intersection improvements at Depew Street, Sheridan Boulevard, and Federal Boulevard

Concept Evaluation

Both concepts were vetted with Westminster staff, the Spring 2024 CAC meeting, the general public during pop-up events, and through the Phase 2 online Social Pinpoint survey, which received 160 total responses. The preferred alternative (outlined starting on page 96) advanced elements of both initial concepts.

"Break the Barrier"

The "Break the Barrier" concept focuses on enhancing north-south connectivity, as 72nd Avenue is a high-speed roadway that presents challenges for those crossing the corridor, particularly those walking and biking. In the residential portions of the corridor, crosswalks are non-existent or few and far between, creating challenging conditions for those accessing bus stops, parks, schools, and other area amenities. High volume intersections like Federal Boulevard, Sheridan Boulevard, and Lowell Boulevard are high-crash areas that present additional safety challenges for all roadway users.

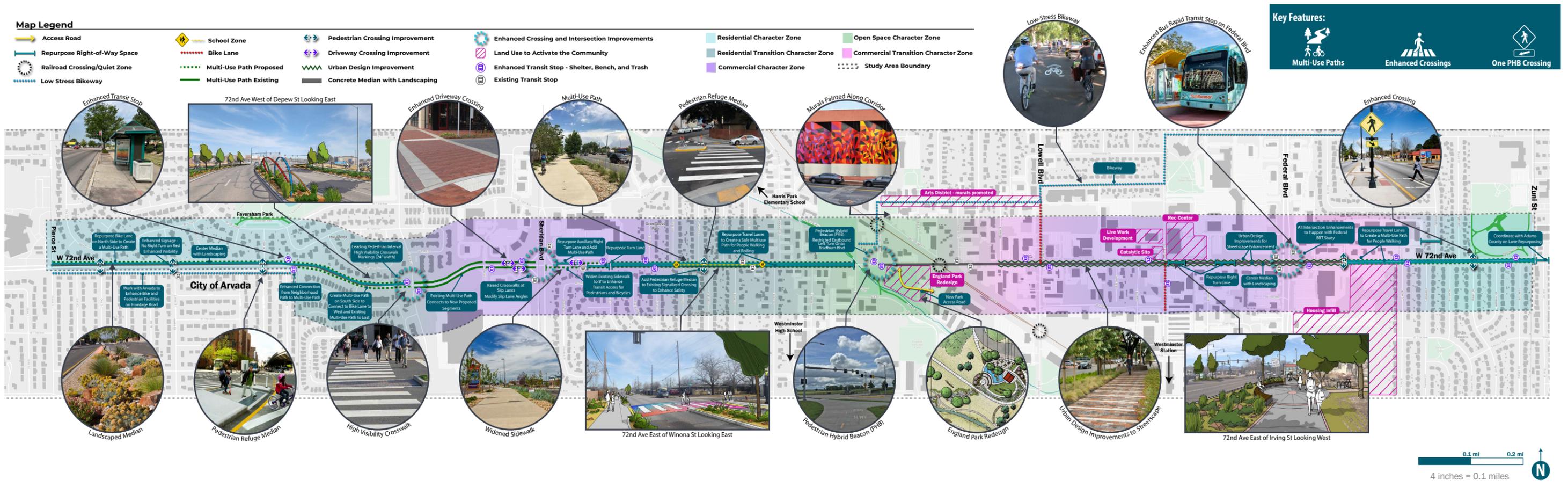
"Break the Barrier" differs from "Calm the Traffic" in a few main ways:

- Includes installation of a center median with landscaping in key corridor segments
- Recommends enhanced bicycle/pedestrian facilities on the frontage road between Pierce Street and Ingalls Street
- Recommends enhanced crossings throughout the study area



Figure 30: Narrow Landscaped Median

“Break the Barrier” Alternative Concept



Key Map



“Break the Barrier” Pierce Street to Depew Street



Map Legend

- Repurpose Right-of-Way Space
- Low Stress Bikeway
- Pedestrian Crossing Improvement
- Existing Transit Stop
- Enhanced Crossing and Intersection Improvements
- Concrete Median with Landscaping
- Multi-Use Path Proposed
- Multi-Use Path Existing
- Enhanced Transit Stop - Shelter, Bench, and Trash

Recommendations

- 1** Install pedestrian crossing improvements at Otis Street
- 2** Repurpose bike lane on north side from Pierce Street to Depew Street to create a multi-use path
- 3** Work with Arvada to enhance bike and pedestrian facilities on frontage road between Pierce Street and Ingalls Street
- 4** Add “No Right Turn on Red” signage and enhance crossing visibility at Lamar Street
- 5** Install center median with landscaping
- 6** Install pedestrian refuge median at Ingalls Street
- 7** Provide enhanced neighborhood connection to multi-use path east of Ingalls Street
- 8** Install enhanced transit stop at:
 - Ingalls Street (#11664 & 11665)
 - Depew Street (#11658 & #11659)
- 9** Create multi-use path on south side between Ingalls Street and Depew Street to connect to bikeway to west and existing multi-use path to east
- 10** Add Leading Pedestrian Interval (LPI) and high visibility crosswalk markings (24” width) at Depew Street

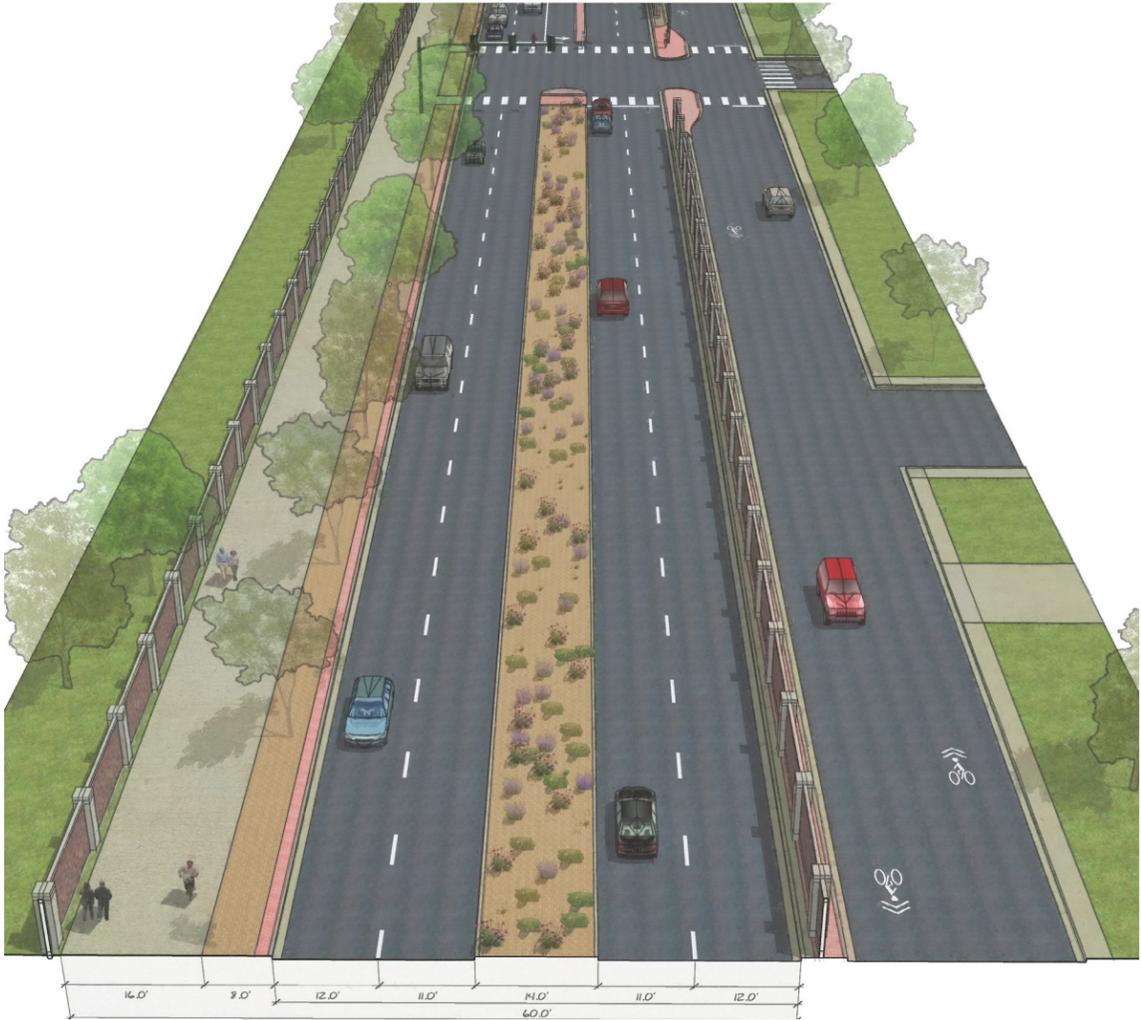


Figure 31: Rendering of Center Median with Landscaping West of Depew Street (Looking East)

Key Map



“Break the Barrier”
Pierce Street to Depew Street



Map Legend

-  Repurpose Right-of-Way Space
-  Low Stress Bikeway
-  Pedestrian Crossing Improvement
-  Existing Transit Stop
-  Enhanced Crossing and Intersection Improvements
-  Concrete Median with Landscaping
-  Multi-Use Path Proposed
-  Multi-Use Path Existing
-  Enhanced Transit Stop - Shelter, Bench, and Trash

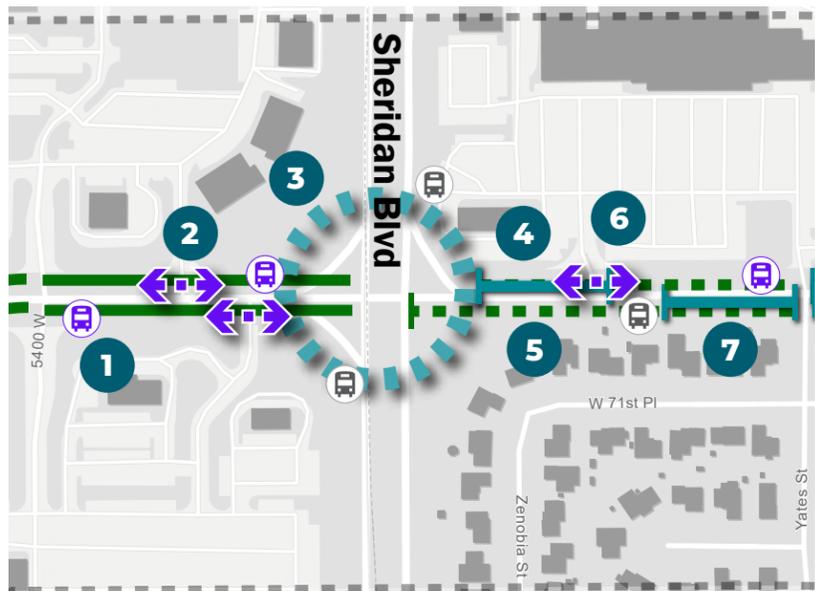
Figure 32: 3D Rendering of Concept Improvements at N Lamar Street (Looking East)

Key Map



“Break the Barrier”

5400 W to Yates Street



Map Legend

- Driveway Crossing Improvement
- Enhanced Crossing and Intersection Improvements
- Repurpose Right-of-Way Space
- Enhanced Transit Stop - Shelter, Bench, and Trash
- Multi-Use Path Proposed
- Multi-Use Path Existing
- Existing Transit Stop

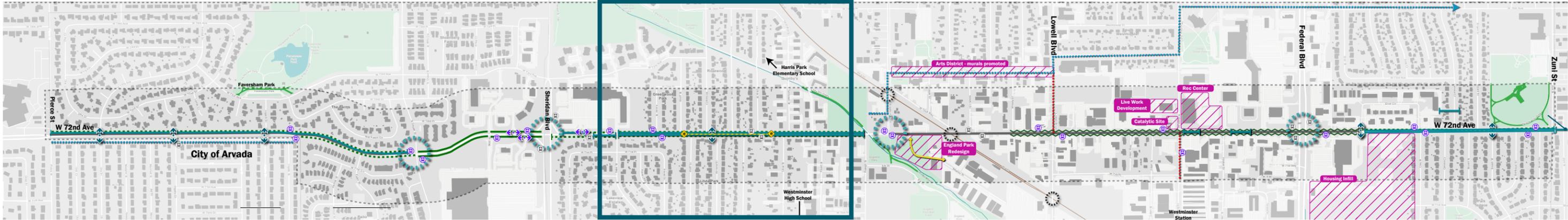
Recommendations

- 1 Install enhanced transit stop at:
 - 5400 West (#35181)
 - Sheridan Boulevard (#11693)
 - Yates Street (#22594)
- 2 Enhance driveway crossings at commercial center west of Sheridan Boulevard on north and south sides
- 3 Install raised crosswalks at slip lanes and modify slip lane angles at all four intersection approaches
- 4 On north side, repurpose auxillary/right turn lane, add multi-use path
- 5 On south side, widen existing sidewalk to 8’ to enhance transit access for pedestrians and bicycles
- 6 Enhance driveway crossings at commercial center east of Sheridan Boulevard on north side
- 7 Repurpose right turn lane west of Yates Street to add multi-use path



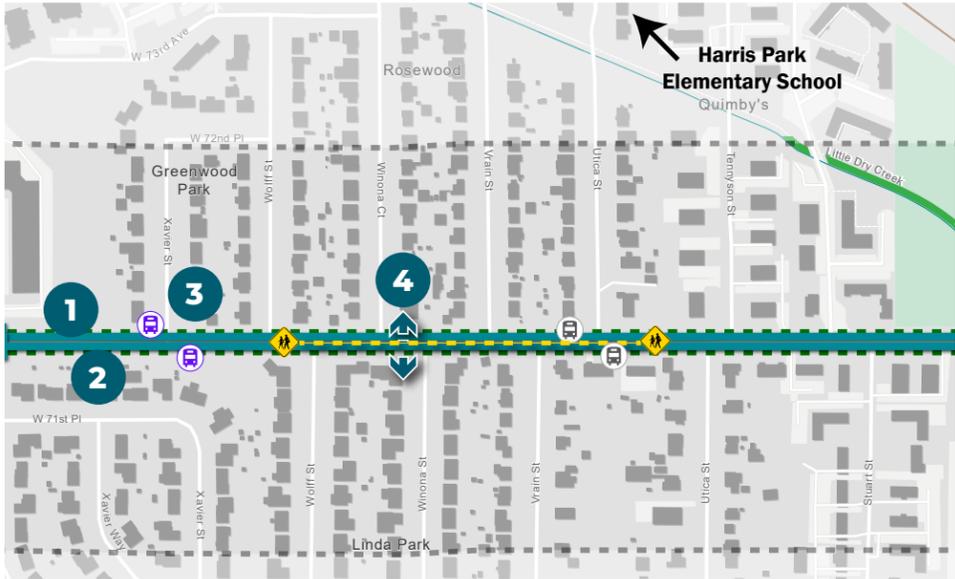
Figure 33: Enhanced Driveway Crossing

Key Map



“Break the Barrier”

Yates Street to Raleigh Street



Map Legend

-  School Zone
-  Pedestrian Crossing Improvement
-  Enhanced Transit Stop - Shelter, Bench, and Trash
-  Repurpose Right-of-Way Space
-  Multi-Use Path Existing
-  Multi-Use Path Proposed
-  Existing Transit Stop

Recommendations

- 1** Repurpose lane to add multi-use path on the north side from Yates Street to Raleigh Street
- 2** Repurpose turn lane/widen existing sidewalk to 8-feet on south side
- 3** Install enhanced transit stop at:
 - Xavier Street (#11700 & #11701)
- 4** Add pedestrian refuge median and artistic crosswalk to existing signaled crossing east of Winona Street to enhance school zone safety



Figure 34: Artistic Crosswalk Rendering East of Winona Street (Looking East)



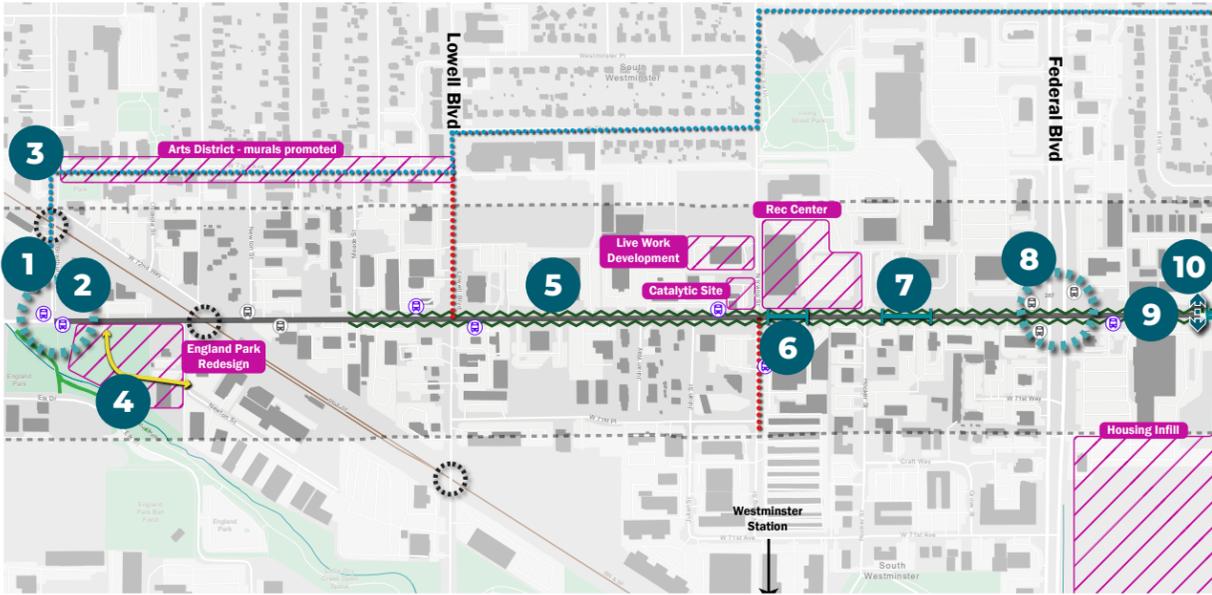
Figure 35: Pedestrian Refuge Median

Key Map



“Break the Barrier”

Raleigh Street to Eliot Circle



Map Legend

	Access Road		Bike Lane
	Repurpose Right-of-Way Space		Multi-Use Path Existing
	Railroad Crossing/Quiet Zone		Existing Transit Stop
	Urban Design Improvement		Concrete Median with Landscaping
	Land Use to Activate the Community		Enhanced Transit Stop - Shelter, Bench, and Trash
	Low Stress Bikeway		Enhanced Crossing and Intersection Improvements

Recommendations

- 1 At Bradburn Boulevard, install Pedestrian Hybrid Beacon and restrict eastbound left turn onto Bradburn Boulevard
- 2 Install enhanced transit stop at:
 - Bradburn Boulevard (#20082 & #11687)
 - Lowell Boulevard (#11675 & #11674)
 - Irving Street (#11667 & #14615)
 - Clay Street (#11660 & #11652)
 - Between Berthod and Alcott streets (#11649 & #11648)
- 3 Low stress bikeway
- 4 New park access road
- 5 Urban design and streetscape improvements
- 6 Repurpose right turn lane on westbound approach to Irving Street
- 7 Repurpose right turn lane east of Hooker Street
- 8 Enhanced Bus Rapid Transit (BRT) stop (enhancements to happen with Federal BRT Study)
- 9 Center median with landscaping from Meade Street to Eliot Circle
- 10 Install pedestrian crossing improvements at Eliot Circle



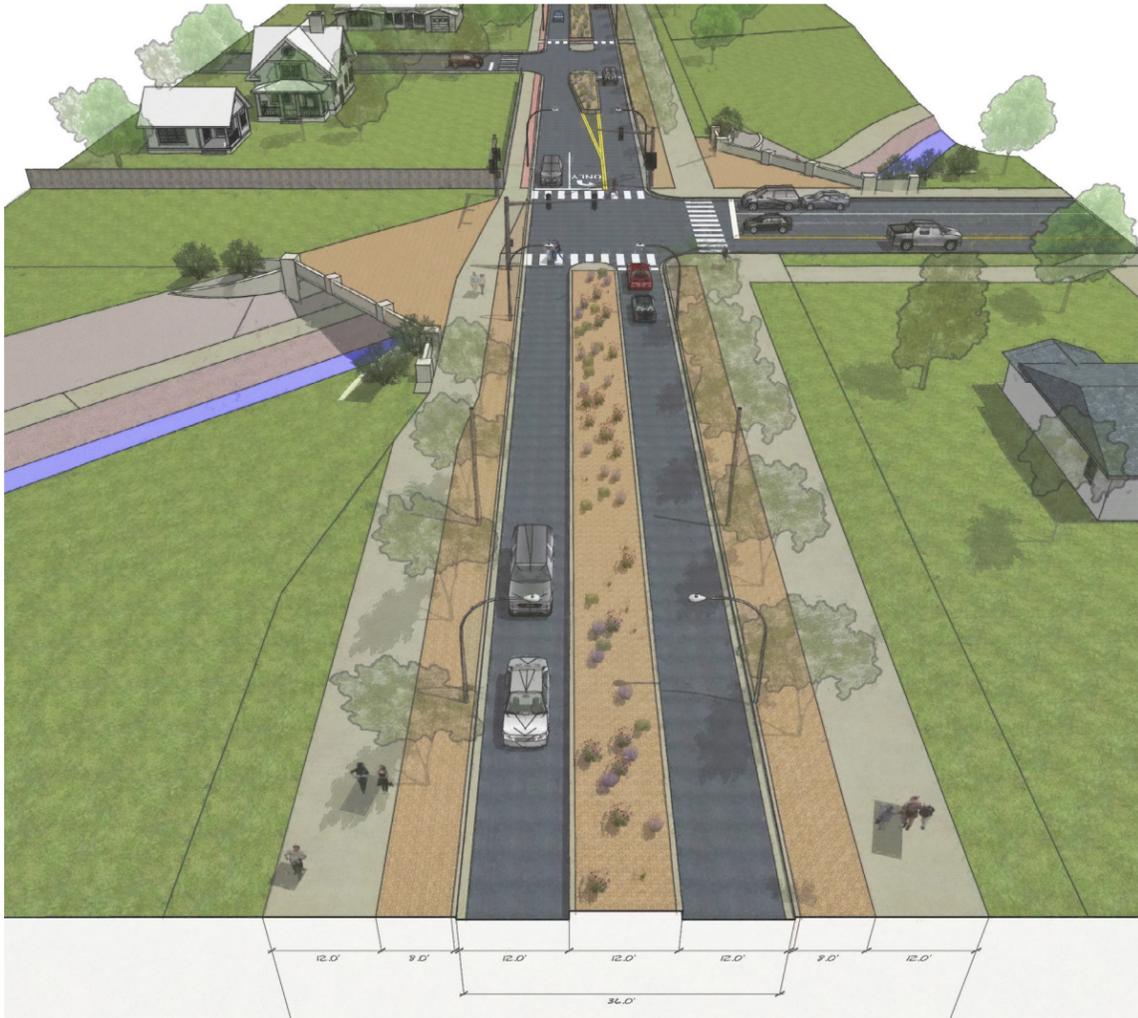
Figure 36: Urban Design and Streetscape Improvements Rendering West of Irving Street (Looking West)

Key Map



“Break the Barrier”

Raleigh Street to Eliot Circle



Map Legend

-  Access Road
-  Bike Lane
-  Repurpose Right-of-Way Space
-  Multi-Use Path Existing
-  Railroad Crossing/Quiet Zone
-  Existing Transit Stop
-  Urban Design Improvement
-  Concrete Median with Landscaping
-  Land Use to Activate the Community
-  Enhanced Transit Stop - Shelter, Bench, and Trash
-  Low Stress Bikeway
-  Enhanced Crossing and Intersection Improvements

Figure 37: 3D Rendering of Concept Improvements at England Park (Looking East)

Key Map



“Break the Barrier”

Eliot Circle to Zuni Street



Map Legend

- Low Stress Bikeway
- Multi-Use Path Existing
- ↔ Pedestrian Crossing Improvement
- - - Multi-Use Path Proposed
- Ⓜ Enhanced Transit Stop - Shelter, Bench, and Trash
- ▨ Land Use to Activate the Community
- | Repurpose Right-of-Way Space

Recommendations

- 1 Low stress bikeway
- 2 Repurpose travel lanes on north/south sides between Eliot Circle and Zuni Street to create multi-use paths
- 3 Install enhanced transit stop at:
 - Clay Street (#11660 & #11652)
 - Between Berthod Street and Alcott Street (#11649 & #11648)
- 4 Install pedestrian crossing improvement at Beach Street
- 5 Coordinate with Adams County on lane repurposing



Figure 38: Multi Use Path



Figure 39: Enhanced Pedestrian Crossing

Key Map



“Break the Barrier”

Eliot Circle to Zuni Street



Figure 40: 3D Rendering of Concept Improvements at Orchard Park (Looking East)

Map Legend

- Low Stress Bikeway
- Pedestrian Crossing Improvement
- Enhanced Transit Stop - Shelter, Bench, and Trash
- Multi-Use Path Existing
- Multi-Use Path Proposed
- Land Use to Activate the Community

“Calm the Traffic”

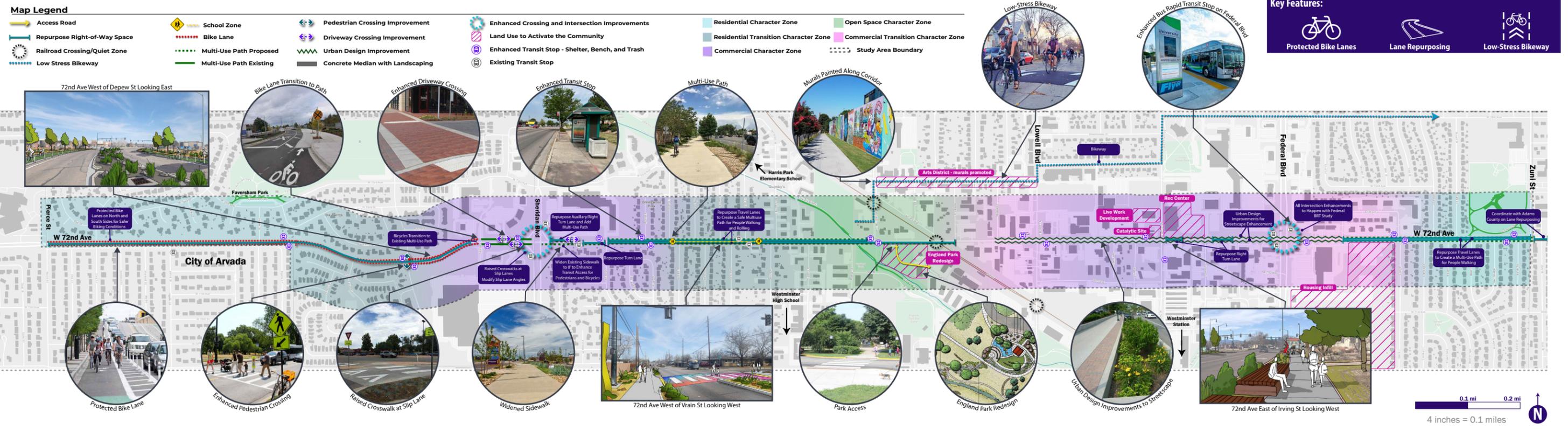
The “Calm the Traffic” concept focuses on providing safer travel conditions for all modes of travel (vehicles, bicycles, pedestrians, transit riders, and mobility-device users) along the corridor. This concept aims to enhance multimodal facilities and complete any existing gaps while slowing vehicular speeds.

“Calm the Traffic” differs from “Break the Barrier” primary in its recommended installation of protected bike lanes between Pierce Street and Depew Street.

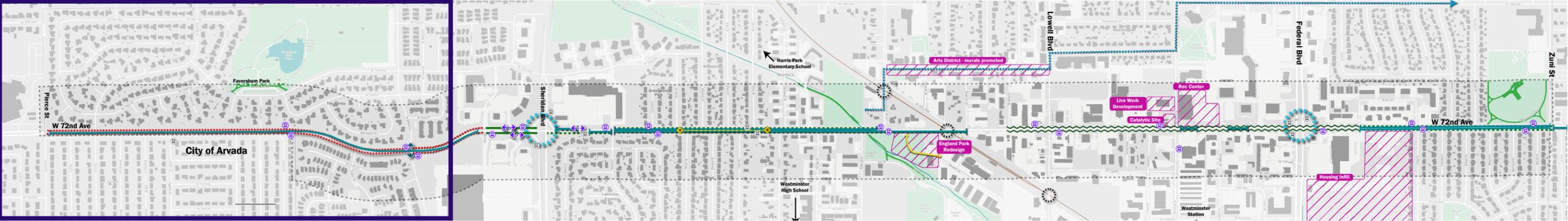


Figure 41: Protected Bike Lane

“Calm the Traffic” Alternative Concept



Key Map



“Calm the Traffic”

Pierce Street to Depew Street

Map Legend

- Bike Lane
- Pedestrian Crossing Improvement
- Repurpose Right-of-Way Space
- Multi-Use Path Existing
- Existing Transit Stop
- Enhanced Transit Stop - Shelter, Bench, and Trash

Recommendations

- 1 Repurpose lanes to add protected bike lanes on north and south sides
- 2 Install enhanced transit stop at:
 - Ingalls Street (#11664 & 11665)
 - Depew Street (#11658 & #11659)
- 3 Install enhanced crosswalk markings and add Leading Pedestrian Interval (LPI) at Depew Street
- 4 Bicycles transition to existing multi-use path



Figure 42: Graphic Representation of Proposed Protected Bike Lane West of Depew Street (Looking East)



Figure 43: Bicycle Lane Transition to Multi-Use Path

Key Map



“Calm the Traffic”

Pierce Street to Depew Street

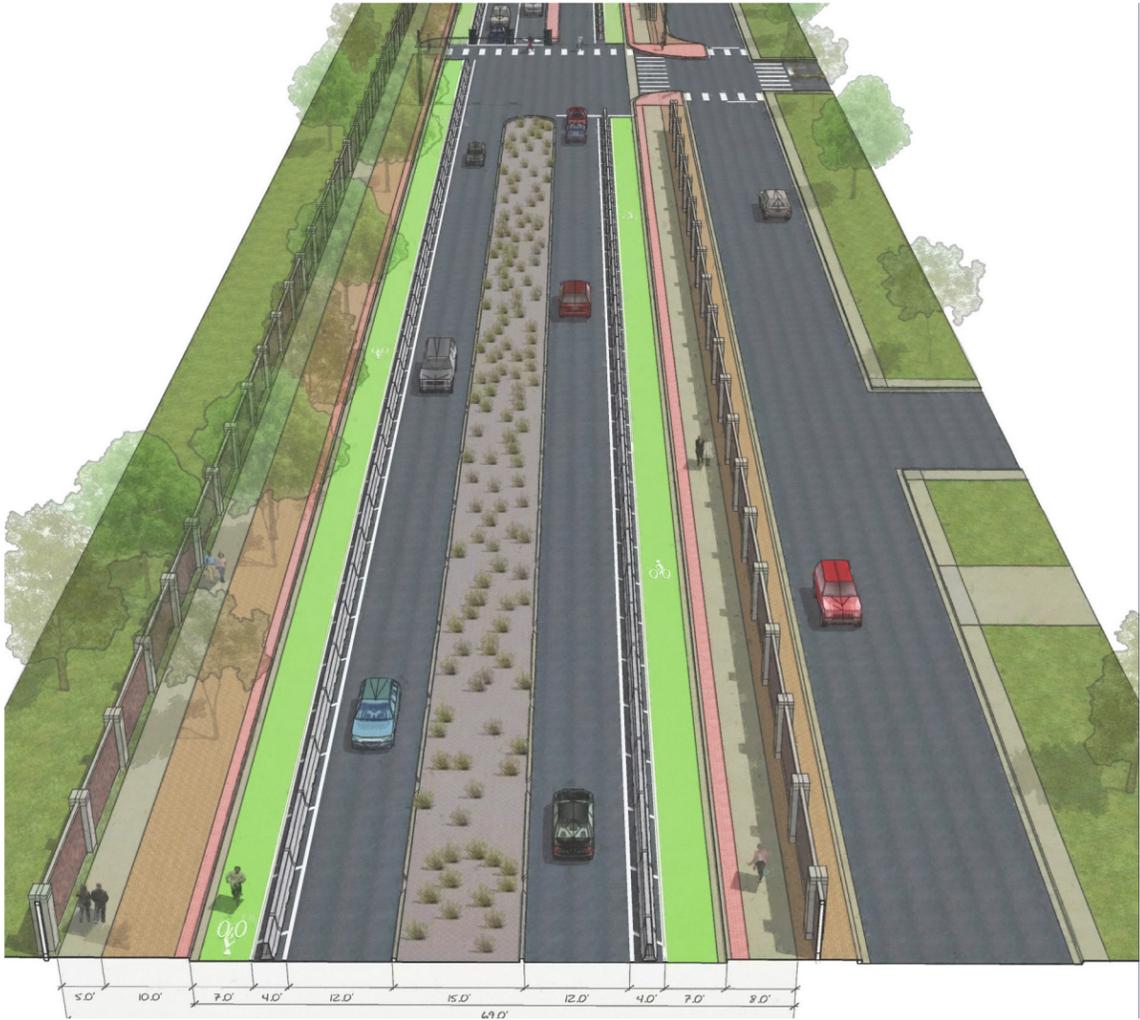


Figure 44: 3D Rendering of Concept Improvements at N Lamar Street (Looking East)

Map Legend

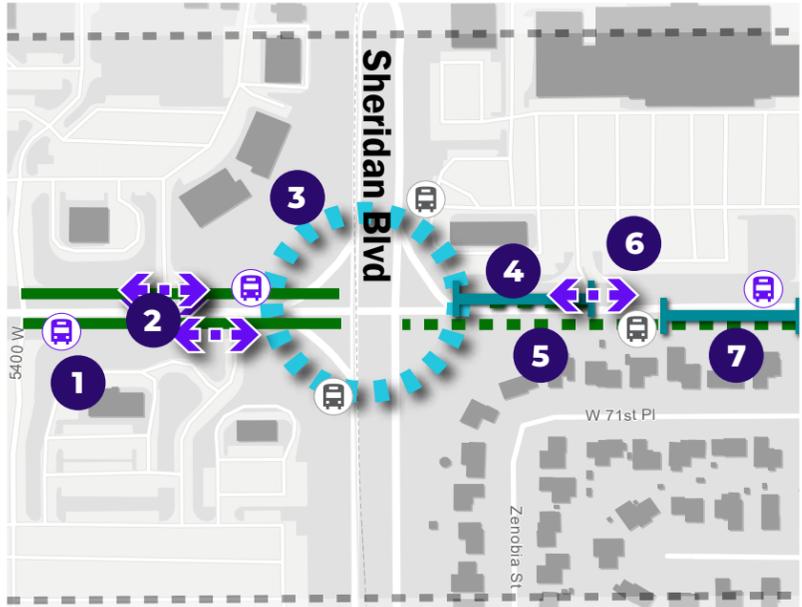
- Bike Lane
- Pedestrian Crossing Improvement
- Repurpose Right-of-Way Space
- Multi-Use Path Existing
- Existing Transit Stop
- Enhanced Transit Stop - Shelter, Bench, and Trash

Key Map



“Calm the Traffic”

5400 W to Yates Street



Map Legend

- Driveway Crossing Improvement
- Enhanced Crossing and Intersection Improvements
- Repurpose Right-of-Way Space
- Enhanced Transit Stop - Shelter, Bench, and Trash
- Multi-Use Path Proposed
- Multi-Use Path Existing
- Existing Transit Stop

Recommendations

- 1 Install enhanced transit stop at:
 - 5400 West (#35181)
 - Sheridan Boulevard (#11693)
 - Yates Street (#22594)
- 2 Enhance driveway crossings at commercial center west of Sheridan Boulevard on north and south sides
- 3 Install raised crosswalks at slip lanes and modify slip lane angles at all four intersection approaches
- 4 On north side east of Sheridan Boulevard, repurpose auxillary/right turn lane, add multi-use path
- 5 On south side west of Sheridan Boulevard, widen existing sidewalk to 8' to enhance transit access for pedestrians and bicycles
- 6 Enhance driveway crossings at commercial center east of Sheridan Boulevard on north side
- 7 Repurpose right turn lane west of Yates Street to add multi-use path

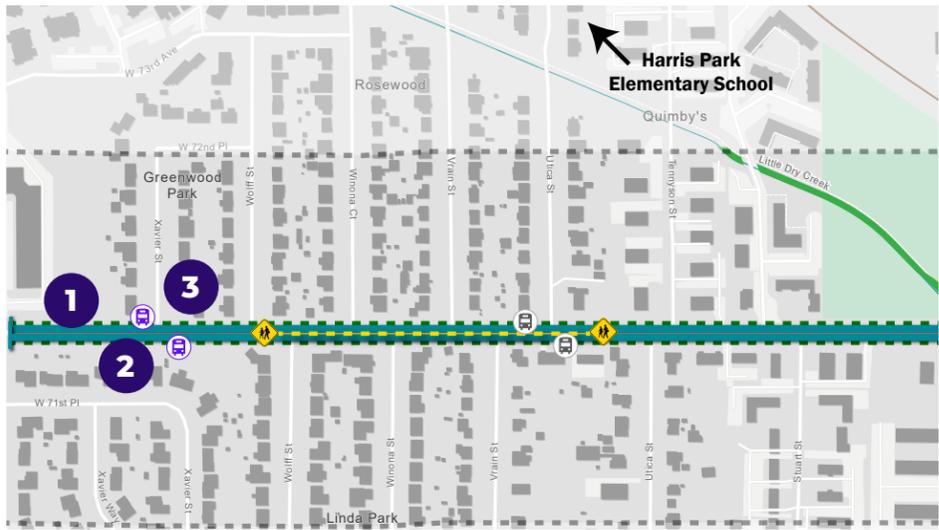


Figure 45: Raised Crosswalk

Key Map



“Calm the Traffic”
Yates Street to Raleigh Street



Map Legend

- School Zone
- Pedestrian Crossing Improvement
- Enhanced Transit Stop - Shelter, Bench, and Trash
- Repurpose Right-of-Way Space
- Multi-Use Path Existing
- Multi-Use Path Proposed
- Existing Transit Stop

Recommendations

- 1 Repurpose lane to add multi-use path on the north side from Yates Street to Raleigh Street
- 2 Repurpose turn lane/widen existing sidewalk to 8-feet on south side
- 3 Install enhanced transit stop at:
 - Xavier Street (#11700 & #11701)

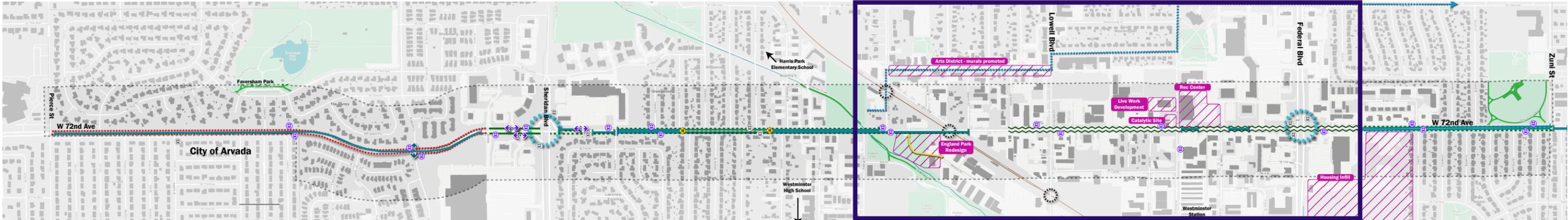


Figure 46: Enhanced Transit Stop



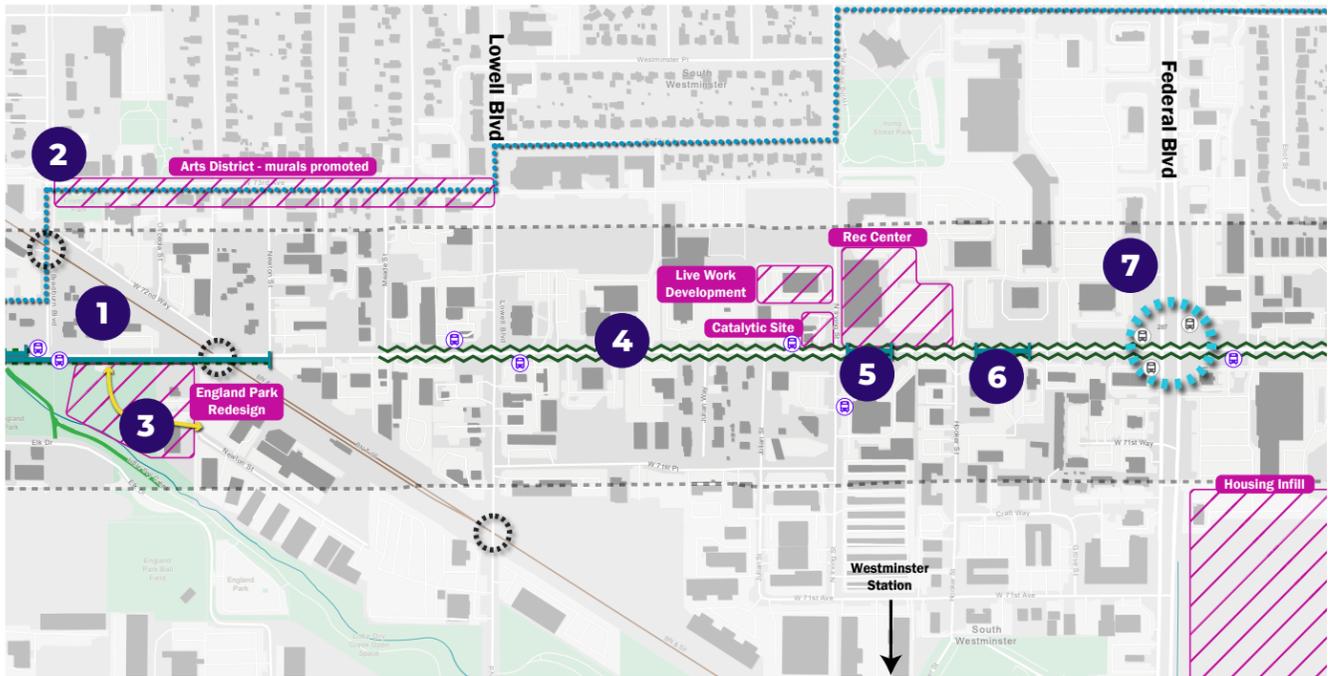
Figure 47: Multi-Use Path

Key Map



“Calm the Traffic”

Raleigh Street to Eliot Circle



Map Legend

- Access Road
- Repurpose Right-of-Way Space
- Railroad Crossing/Quiet Zone
- Urban Design Improvement
- Land Use to Activate the Community
- Low Stress Bikeway
- Bike Lane
- Multi-Use Path Existing
- Existing Transit Stop
- Concrete Median with Landscaping
- Enhanced Transit Stop - Shelter, Bench, and Trash
- Enhanced Crossing and Intersection Improvements

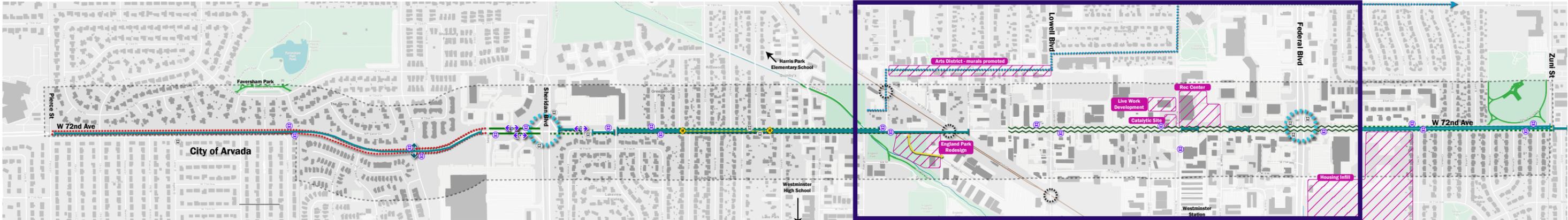
Recommendations

- 1** Install enhanced transit stop at:
 - Bradburn Boulevard (#20082 & #11687)
 - Lowell Boulevard (#11675 & #11674)
 - Irving Street (#11667 & #14615)
 - Clay Street (#11660 & #11652)
 - Between Berthod and Alcott streets (#11649 & #11648)
- 2** Low stress bikeway
- 3** New park access road
- 4** Urban design and streetscape improvements
- 5** Repurpose right turn lane on westbound approach to Irving Street
- 6** Repurpose right turn lane east of Hooker Street
- 7** Enhanced Bus Rapid Transit (BRT) stop (enhancements to happen with Federal BRT Study)



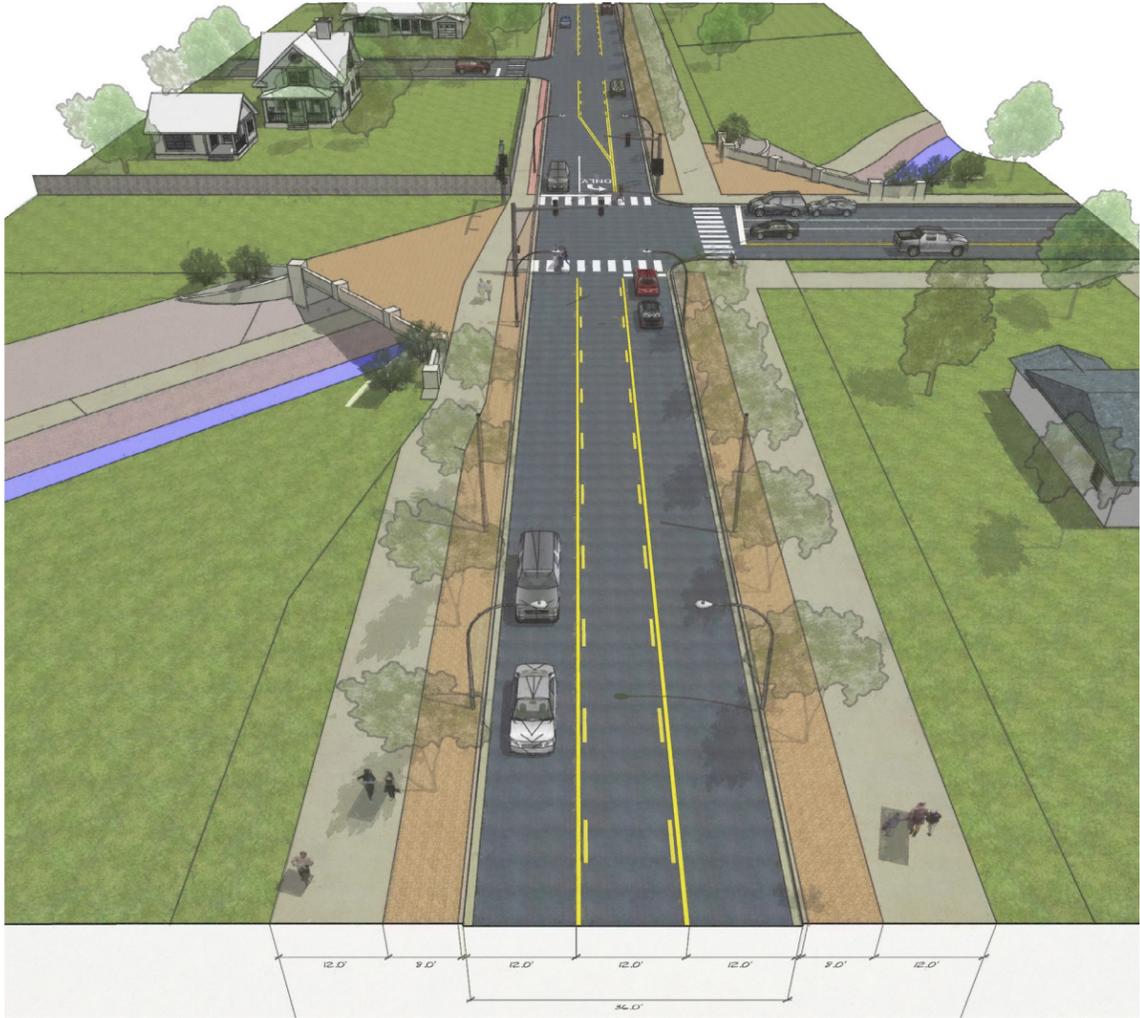
Figure 48: Rendering of Urban Design and Streetscape Enhancements West of Irving Street (Looking West)

Key Map



“Calm the Traffic”

Raleigh Street to Eliot Circle

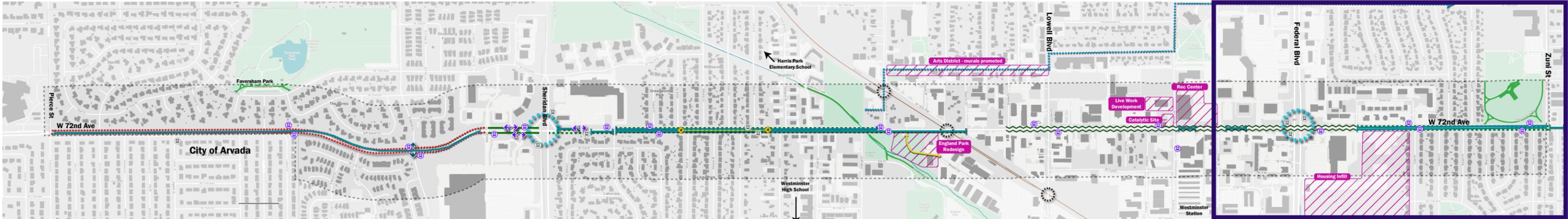


Map Legend

- Access Road
- Repurpose Right-of-Way Space
- Railroad Crossing/Quiet Zone
- Urban Design Improvement
- Land Use to Activate the Community
- Low Stress Bikeway
- Bike Lane
- Multi-Use Path Existing
- Existing Transit Stop
- Concrete Median with Landscaping
- Enhanced Transit Stop - Shelter, Bench, and Trash
- Enhanced Crossing and Intersection Improvements

Figure 49: 3D Rendering of Concept Improvements at England Park (Looking East)

Key Map



“Calm the Traffic”

Eliot Circle to Zuni Street



Map Legend

- Low Stress Bikeway
- ↔ Pedestrian Crossing Improvement
- 🚏 Enhanced Transit Stop - Shelter, Bench, and Trash
- ↔ Repurpose Right-of-Way Space
- Multi-Use Path Existing
- Multi-Use Path Proposed
- ▨ Land Use to Activate the Community

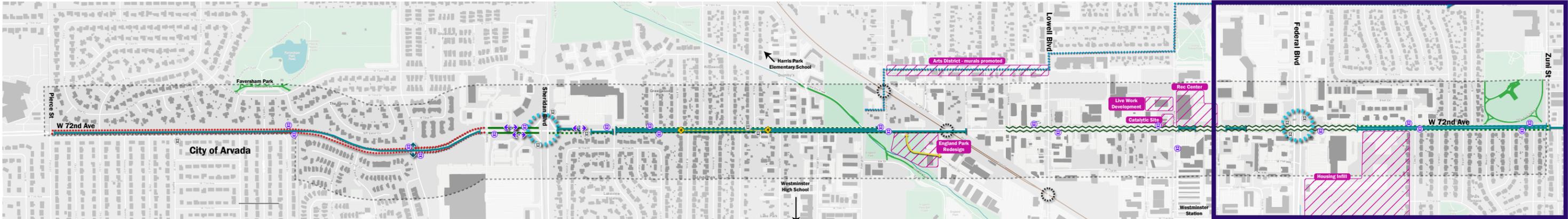
Recommendations

- 1 Bikeway
- 2 Repurpose travel lanes on north/south to create multi-use paths
- 3 Install enhanced transit stop at:
 - Clay Street (#11660 & #11652)
 - Between Berthod Street and Alcott Street (#11649 & #11648)
- 4 Coordinate with Adams County on lane repurposing



Figure 50: Neighborhood Bikeway

Key Map



“Calm the Traffic”

Eliot Circle to Zuni Street



Figure 51: 3D Rendering of Concept Improvements at Orchard Park (Looking East)

Map Legend

- Low Stress Bikeway
- Multi-Use Path Existing
- - - - - Multi-Use Path Proposed
- Pedestrian Crossing Improvement
- Enhanced Transit Stop - Shelter, Bench, and Trash
- Land Use to Activate the Community

Preferred Alternative

The 72nd Avenue preferred alternative concept embodies the corridor's vision for:

- **Providing Multimodal Options:** By installing continuous bicycling and walking facilities on or adjacent to 72nd Avenue for the full study area extent.
- **Traffic Calming:** By installing a center median with landscaping (where appropriate) and by repurposing underutilized travel/turn lanes to provide both physical and visual cues to remind motorists to reduce their speed.
- **Enhancing North/South Connections:** By installing new and enhanced high-visibility pedestrian crossings at both intersections and mid-block locations, prioritizing access to commercial centers, schools, parks, and other critical destinations.
- **Comfort/Livability:** By installing urban design improvements and public art to enhance the corridor's sense of place and reduce the urban heat island effect.



Figure 52: Vibrant Amenity Zone

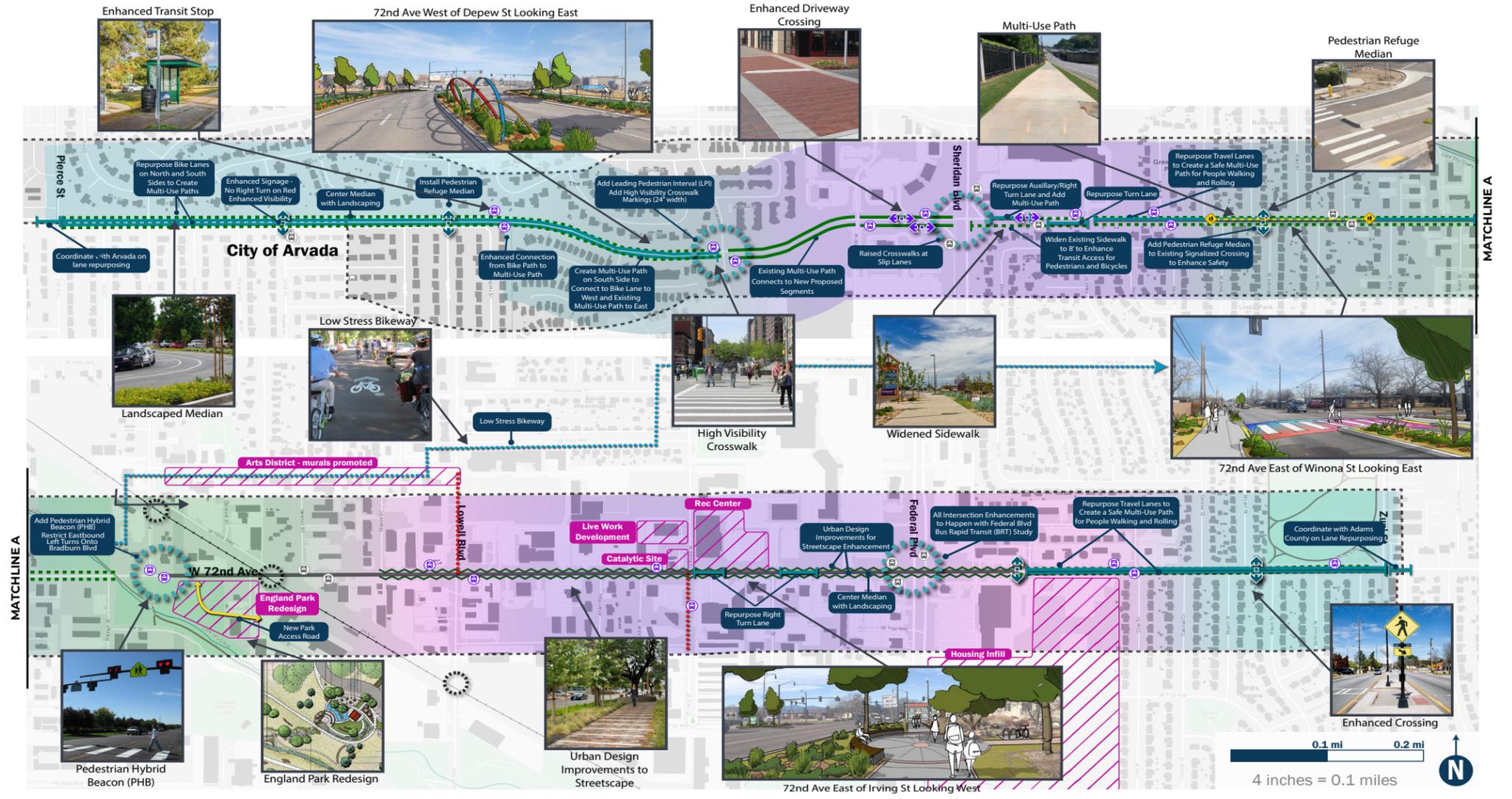
Preferred Alternative

Map Legend

- Study Area Boundary
- Access Road
- Repurpose Right-of-Way Space
- Railroad Crossing/Quiet Zone
- Land Use to Activate the Community
- Existing Transit Stop
- School Zone
- Bike Lane
- Multi-Use Path Proposed
- Multi-Use Path Existing
- Low Stress Bikeway
- Enhanced Transit Stop - Shelter, Bench, and Trash
- Enhanced Crossing and Intersection Improvements
- Pedestrian Crossing Improvement
- Driveway Crossing Improvement
- Urban Design Improvement
- Concrete Median with Landscaping
- Open Space Character Zone
- Commercial Character Zone
- Commercial Transition Character Zone
- Residential Character Zone
- Residential Transition Character Zone

Key Features:

- Multi-Use Paths
- Enhanced Crossings
- Lane Repurposing
- Low-Stress Bikeway



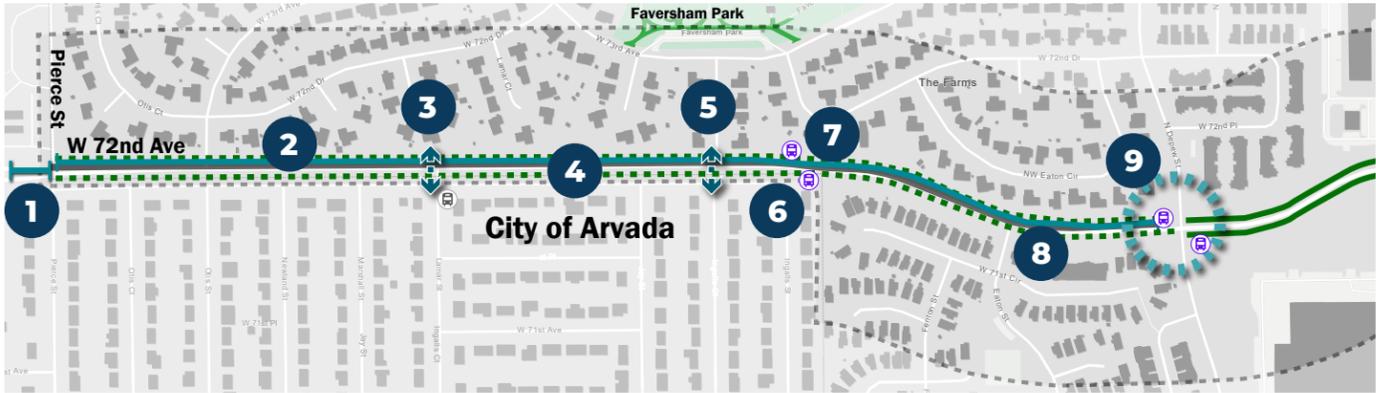
0.1 mi 0.2 mi
4 inches = 0.1 miles

Key Map

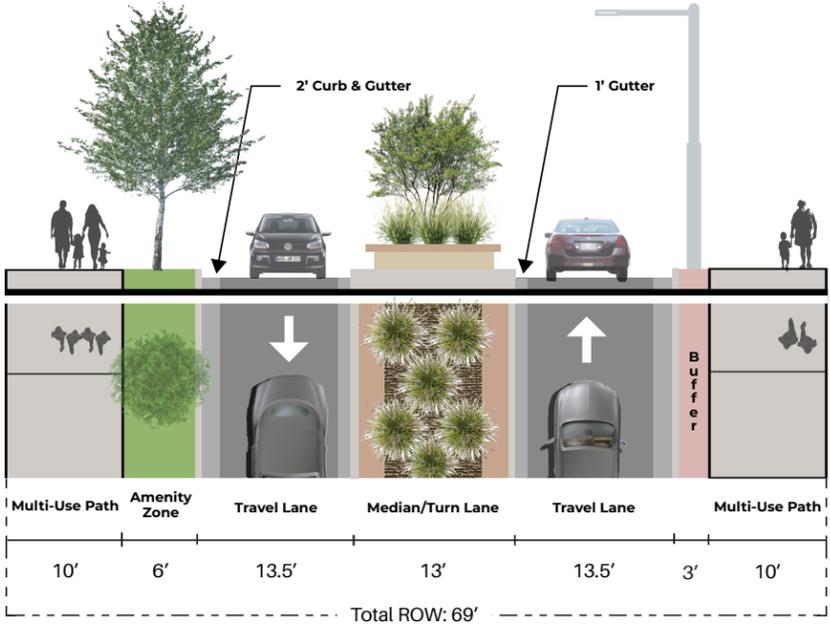


Preferred Alternative

Pierce Street to Depew Street



Pierce Street to Depew Street (Looking East)



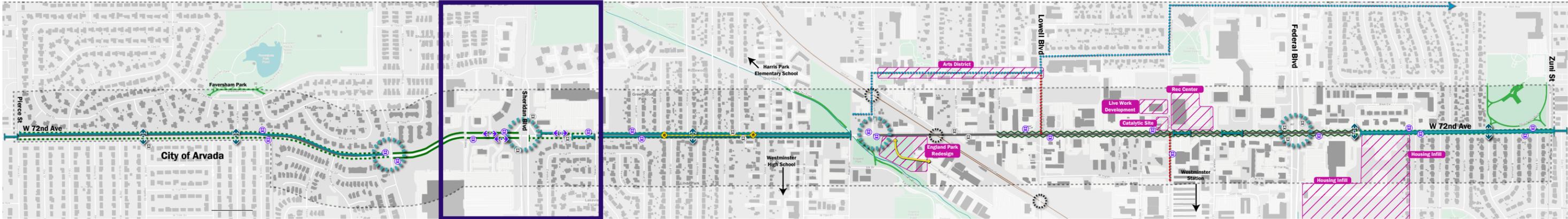
Map Legend

- Repurpose Right-of-Way Space
- Concrete Median with Landscaping
- Pedestrian Crossing Improvement
- Enhanced Crossing and Intersection Improvements
- Enhanced Transit Stop - Shelter, Bench, and Trash
- Existing Transit Stop
- Multi-Use Path Proposed
- Multi-Use Path Existing

Recommendations

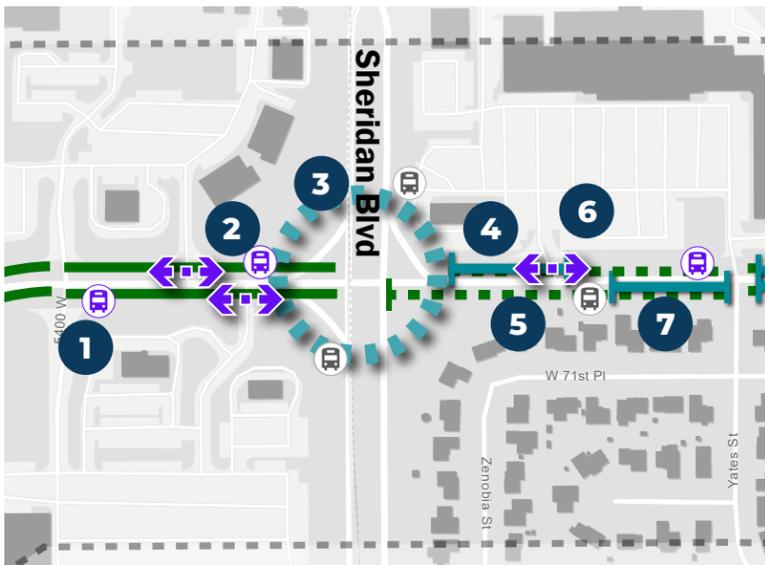
- 1** Coordinate with Arvada on lane repurposing
- 2** Repurpose travel lanes and bike lanes on north and south sides and transition to multi-use paths
- 3** Add "No Right Turn on Red" signage and enhance crossing visibility at Lamar Street
- 4** Install center median with landscaping
- 5** Install pedestrian refuge median at Ingalls Street
- 6** Provide enhanced neighborhood connection to multi-use path west of Ingalls Street
- 7** Install enhanced transit stop at:
 - Ingalls Street (#11664 & 11665)
 - Depew Street (#11658 & #11659)
- 8** Create multi-use path on south side to connect to existing multi-use path to east
- 9** Add Leading Pedestrian Interval (LPI) and high visibility crosswalk markings (24" width) at Depew Street

Key Map



Preferred Alternative

5400 W to Yates Street



Map Legend

- Driveway Crossing Improvement
- Enhanced Crossing and Intersection Improvements
- Repurpose Right-of-Way Space
- Enhanced Transit Stop - Shelter, Bench, and Trash
- Multi-Use Path Proposed
- Multi-Use Path Existing
- Existing Transit Stop

Recommendations

- 1 Install enhanced transit stop at:
 - 5400 West (#35181)
 - Sheridan Boulevard (#11693)
- 2 Enhance driveway crossings at commercial center west of Sheridan Boulevard on north and south sides
- 3 Install raised crosswalks at slip lanes and modify slip lane angles at all four intersection approaches at Sheridan Boulevard
- 4 On north side east of Sheridan Boulevard, repurpose auxillary/right turn lane, add multi-use path
- 5 On south side west of Sheridan Boulevard, widen existing sidewalk to 8' to enhance transit access for pedestrians and bicycles
- 6 Enhance driveway crossings at commercial center east of Sheridan Boulevard on north side
- 7 Repurpose right turn lane west of Yates Street to add multi-use path

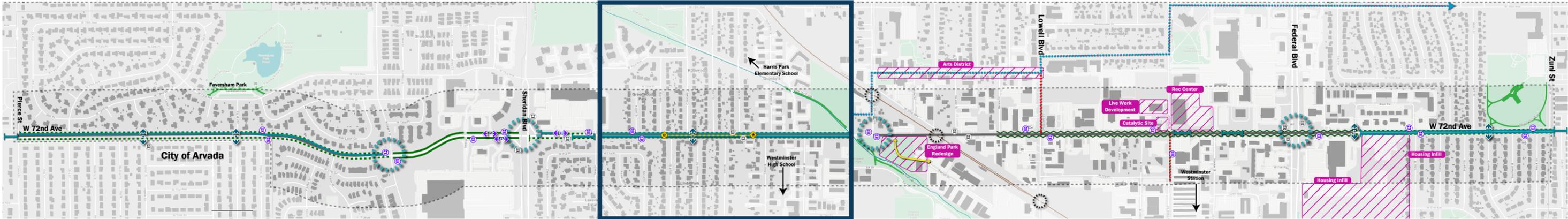


Figure 53: Multi-Use Path



Figure 54: Enhanced Transit Stop

Key Map

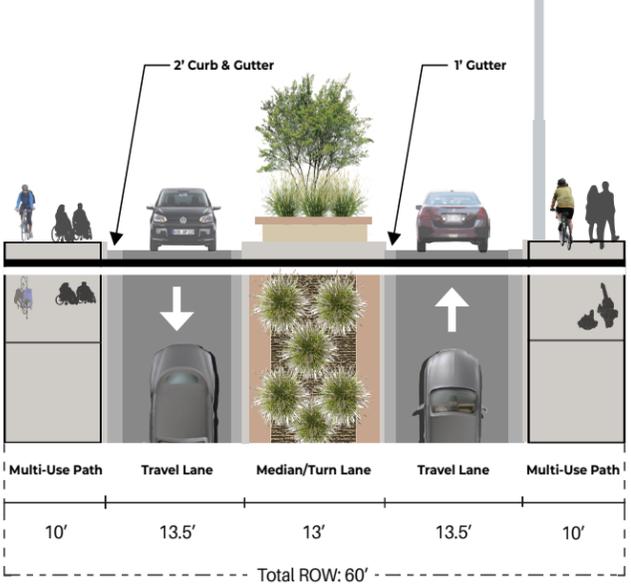


Preferred Alternative

Yates Street to Raleigh Street



Yates Street to Raleigh Street (Looking East)



Note: Travel lane widths include curb & gutter

Map Legend

- School Zone
- Pedestrian Crossing Improvement
- Enhanced Transit Stop - Shelter, Bench, and Trash
- Repurpose Right-of-Way Space
- Multi-Use Path Existing
- Multi-Use Path Proposed
- Existing Transit Stop

Recommendations

- 1 Repurpose lane to add multi-use path on the north side from Yates Street to Raleigh Street
- 2 Repurpose turn lane/widen existing sidewalk to 8-feet on south side
- 3 Install enhanced transit stop at Xavier Street (#11700 & #11701)
- 4 Add pedestrian refuge median and artistic crosswalk to existing signalized crossing to enhance school zone safety between Winona Court and Winona Street



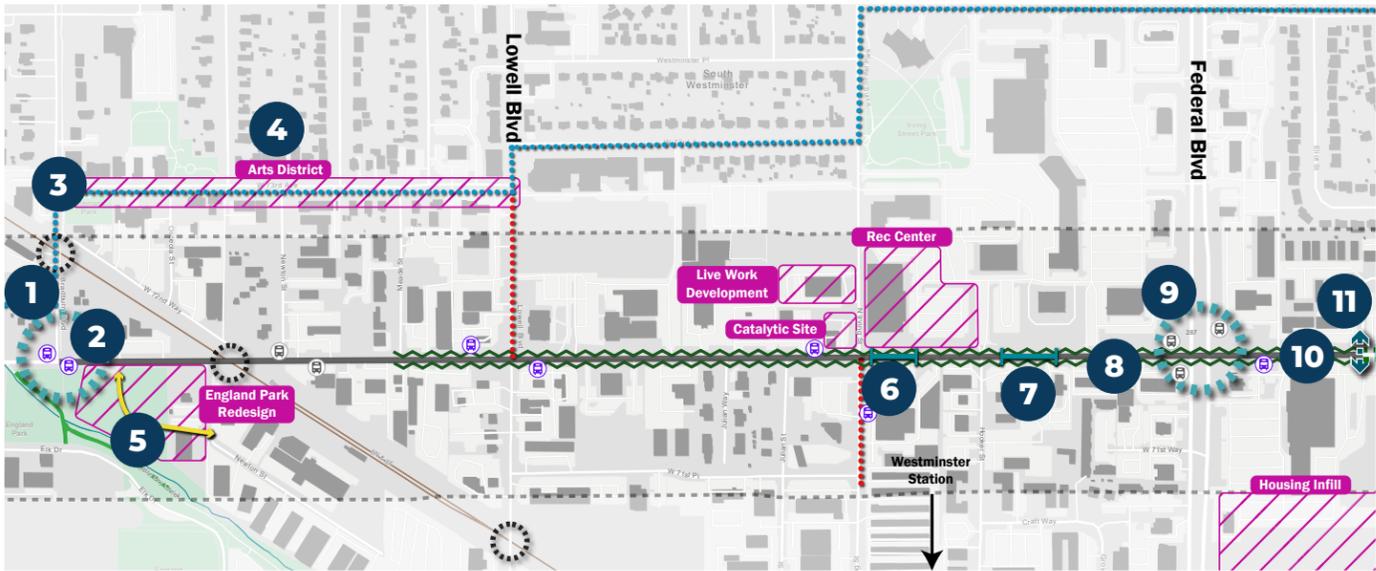
Figure 55: Pedestrian Refuge Median

Key Map

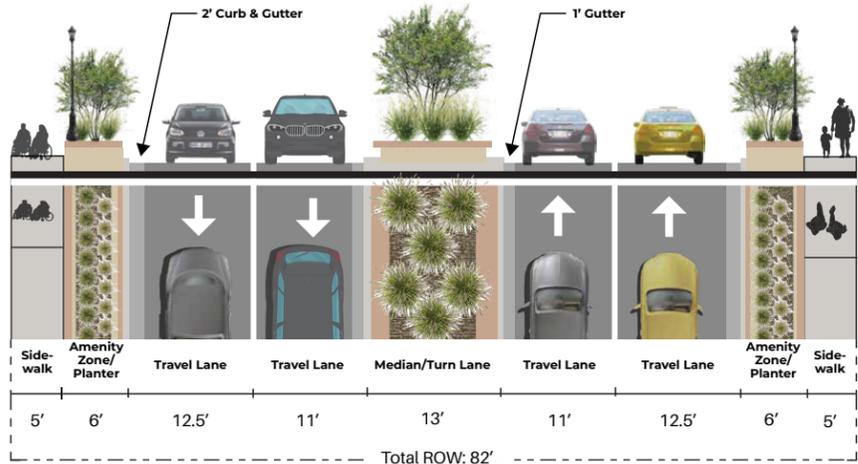


Preferred Alternative

Raleigh Street to Eliot Circle



Raleigh Street to Eliot Circle (Looking East)



Note: Travel lane widths include curb & gutter

Map Legend

- Access Road
- Repurpose Right-of-Way Space
- Railroad Crossing/Quiet Zone
- Urban Design Improvement
- Land Use to Activate the Community
- Low Stress Bikeway
- Bike Lane
- Multi-Use Path Existing
- Existing Transit Stop
- Concrete Median with Landscaping
- Enhanced Transit Stop - Shelter, Bench, and Trash
- Enhanced Crossing and Intersection Improvements

Recommendations

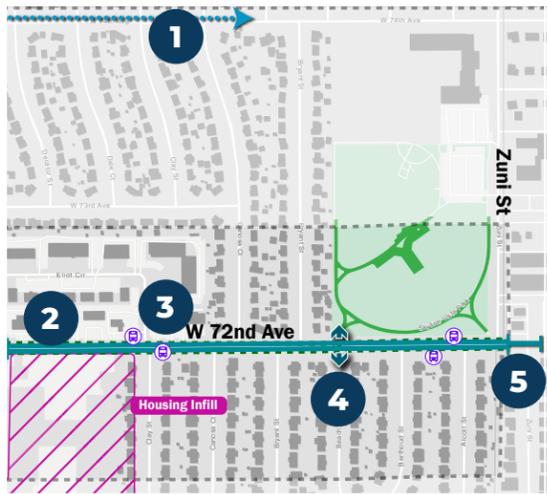
- 1** Install PHB with refuge median and add eastbound left turn restriction onto Bradburn Boulevard
- 2** Install enhanced transit stop at:
 - Bradburn Boulevard (#200082 & #11687)
 - Lowell Boulevard (#11675 & #11674)
 - Irving Street (#11667 & #14615)
 - Clay Street (#11660 & #11652)
 - Between Berthod and Alcott streets (#11649 & #11648)
- 3** Low stress bikeway
- 4** Promote arts district, including working with local artist to install murals on north side of 73rd Avenue
- 5** New park access road
- 6** Repurpose right turn lane on westbound approach to Irving Street
- 7** Repurpose right turn lane east of Hooker Street
- 8** Implement urban design and streetscape improvements from Meade Street to Eliot Circle
- 9** Transit stop enhancements to occur with Federal BRT Study
- 10** Center median with landscaping
- 11** Install pedestrian refuge median with RRFB or PHB at Eliot Circle

Key Map

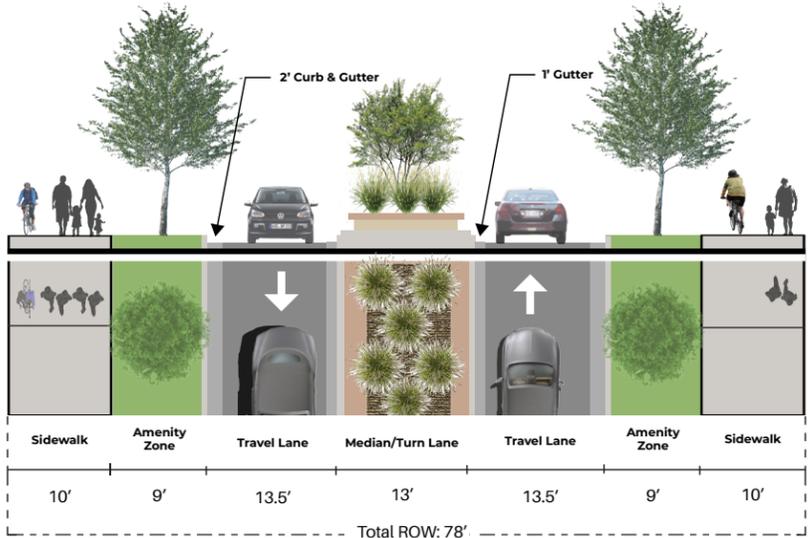


Preferred Alternative

Eliot Circle to Zuni Street



Eliot Circle to Zuni Street (Looking East)



Map Legend

- Low Stress Bikeway
- Pedestrian Crossing Improvement
- Enhanced Transit Stop - Shelter, Bench, and Trash
- Repurpose Right-of-Way Space
- Multi-Use Path Existing
- Multi-Use Path Proposed
- Land Use to Activate the Community

Recommendations

- 1 Low stress bikeway
- 2 Repurpose travel lanes on north/south sides between Eliot Circle and Zuni Street to create multi-use paths
- 3 Install enhanced transit stop at:
 - Clay Street (#11660 & #11652)
 - Between Berthod Street and Alcott Street (#11649 & #11648)
- 4 Install enhanced crossing at Beach Street to access Skyline Park
- 5 Coordinate with Adams County on lane repurposing and transition



Figure 56: Neighborhood Bikeway